

The Hongkong Telegraph.

(ESTABLISHED 1862)

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MONDAY, SEPTEMBER 30, 1907.

一拜禮 號十三月九年九百一十

50 PER ANNUM. SINGLE COPY 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 34,000,000
RESERVE FUNDS " 15,050,000

Branches and Agencies.

TOKIO. CHEFOO.
KOBE. TIENTSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHANG.
LONDON. DALUY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOYANG.
HONOLULU. MUKDEN.
BOMBAY. TIE-LING.
SHANGHAI. CHANG-CHUN.
HANKOW.

Head Office—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposit—

For 12 months 5% p.a.
" 6 " 4% " "
" 3 " 3% " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 16th September, 1907. [17]

INTERNATIONAL BANKING CORPORATION.

FISCAL AGENTS OF THE UNITED STATES
IN CHINA, THE PHILIPPINE ISLANDS AND
THE REPUBLIC OF PANAMA.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$5,900,000
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$5,900,000

HEAD OFFICE:

60 WALL STREET, NEW YORK.
LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.
LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.
THE CAPITAL AND COUNTIES BANK, LTD
BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2% per annum on daily balances and ac-
cepts Fixed Deposits at the following rates—
For 12 months 4% per cent. per annum.
" 6 " 3% " "
" 3 " 2% " "
No. 9, Queen's Road Central,
Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 24th July, 1907. [18]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000.

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin Calcutta Hamburg Hankow
Kobe Peking Singapore Tientsin
Tientsin Tsingtau Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
F. JUNG,
Manager.
Hongkong, 11th January, 1907. [24]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,000,000 (£417,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cheribon,
Tegal, Pecalongan, Pasoeroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheta), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Singapore, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.
On Current Account at the rate of 2% per
annum on the daily balances.
On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "
J. BOETTJE,
Manager.
16, Des Voeux Road Central. [19]

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUNDS \$11,750,000

COURT OF DIRECTORS:

G. H. Medhurst, Esq., Chairman.
Hon. Mr. Henry Keswick, Deputy Chairman.
A. Fuchs, Esq. E. Shollin, Esq.
E. Goett, Esq. R. Shewan, Esq.
A. Haupt, Esq. H. A. W. Slade, Esq.
C. R. Lemmann, Esq. H. E. Tomkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. E. R. HUNTER.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2% per Cent. per Annum.
For 6 months, 3% per Cent. per Annum.
For 12 months, 4% per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1907. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3% PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [22]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000
Shortly to be increased to £1,200,000

RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000

RESERVE LIABILITY OF PROPRIETORS £800,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4% per cent.
" 6 " 3% " "
" 3 " 2% " "
" JOHN ARMSTRONG,
Manager.
Hongkong, 15th May, 1907. [23]

NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1823.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 10,000,000 (Paid-up).
Reserve Fund Fl. 2,112,570.35 (£170,948).

Head Office—AMSTERDAM.
Sub-Office—SINGAPORE.
Head Agency—BATAVIA.

BRANCHES—At Singapore, Sourabaya, Sama-
rang, Indramajoo, Bandoeng and Welte-
vreden.

CORRESPONDENTS—At Cheribon, Tegal, Peca-
longan, Macassar, Pontianak, Padang,
Medan, Penang, Rangoon, Calcutta, Bom-
bay, Madras, Colombo, Karachi, Djeddah,
Bangkok, Saigon, Shanghai, &c.

BANKERS:
London: The Williams Deacons Bank, Ltd.
Swiss Bankverein.
Paris: Comptoir National d'Escompte de Paris.
Berlin: Deutsche Bank.
Brussels: Banque de Paris et des Pays Bas.
Vienna: Union Bank.
Rome: Banca Commerciale Italiana.

THE BANK buys and sells and receives for
collection Bills of Exchange, issues
Letters of Credit payable in all important places
of the world and transacts every description of
Banking and Exchange business.
On Current Account at the rate of 2% per
annum on the daily balances.
On Fixed Deposits: 12 months 4% per annum.
" 6 " 3% " "
" 3 " 2% " "
J. BOETTJE,
Manager.
16, Des Voeux Road Central. [19]

Notice of Firm.

INTERNATIONAL SLEEPING CAR

and

EXPRESS TRAINS CO.

(THE

GREAT TRANS-SIBERIAN ROUTE

TO EUROPE.)

HAVING been appointed AGENTS for
the above Company, we shall be
pleased to give any information as to rates of
passage, &c. in connection with above.

SHEWAN, TOMES & CO.
Agents.
Hongkong, 11th July, 1907. [20]

Mails.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI DELHI About 4th } Freight and
Capt. J. D. Andrews, R.N.R. } Oct. } Passage.

LONDON, &c., via usual Ports { DELHI 5th Oct. } See Special
of Call Capt. C. L. Daniel Noon. } Advertisement

LONDON and ANTWERP { NAMUR About 6th } Freight and
via SINGAPORE, PENANG, } Capt. H. W. Kenrick, R.N.R. } Oct. } Passage.
COLOMBO, PORT SAID and MARSEI LES

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 30th September, 1907. [2]

Intimations.

LANE, CRAWFORD & CO.

JUST RECEIVED.

NEW STOCK OF

"WALK OVER"
BOOTS

IN
BLACK AND BROWN,

\$10.50 per pair.

SATISFACTION GUARANTEED WITH EVERY PAIR.

LANE, CRAWFORD & CO.

GUINNESS'S EXTRA QUALITY
STOUT.

"HORSEHEAD" BRAND.

\$20.00 per Cask of 4 Doz. Quarts.

\$24.00 " " 8 " Pints.

\$27.00 " " 12 " Splits.

LESS 10% OWING TO HIGH RATE OF EXCHANGE.

CALDBECK MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS,

15, Queen's Road Central.

Hongkong, 13th September, 1907. [18]

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

EXCURSION TO MACAO.

FEAST OF THE ROSARY.

On SUNDAY, the 6th October.

THE Company's Steamship

"HEUNGSHAN"

will depart from DOUGLAS WHARF at 9 A.M.

Returning from Macao at 8 P.M. to the Company's Wharf.

Meals and Refreshments supplied on board.

Saloon, Return Fare \$4.00

" " on the following day 5.00

" Single 2.00

Popular Excursion Rates as usual.

Children under 12 years, Half-price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and
from Hongkong at 1 P.M. from the Company's Wharf. This steamer connects with the
returning steamer from Macao.

W. E. CLARKE,
Secretary.

Hongkong, 30th September, 1907. [19]

Intimations.

One of the most prominent Medical men of
China said:

"Where Bear Brand Milk is
Known, the public will
have no further com-
plaint as to their milk
supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [35]

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PRUDER STREET, MADAME FLINT, MANAGERESS.

JUST RECEIVED A LARGE CONSIGNMENT OF
LADIES' HATS, TOQUES & BLOUSES
DIRECT FROM PARIS.

PRICES VERY MODERATE. [36]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:

EXTRA DRY (Gout Americain).

BRUT (Cordon Rouge).

Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents. [34]

Hotels.

TIFFIN

SERVED ESPECIALLY FOR BUSINESS-MEN

AT THE

CONNAUGHT HOTEL,

1.00 to 2.00 o'clock.

CHEAP MONTHLY RATES. [740]

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Night.

Hongkong, 21st June, 1907.

A. F. DAVIES,
Manager. [26]

VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHAMEN).

SHAMEN, CANTON,

ON THE BRITISH CONCESSION.

H. HAYNES,
Manager.

MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO).

MACAO, CHINA,

IN THE CENTRE OF THE PRAIA GRANDE.

Capt. T. AUSTIN,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

W. W. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUNKER'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 46.

For Terms, &c., apply to the

MANAGER.

Hongkong, 12th July, 1907. [32]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 3,361 tons, Captain S. Bell Smith.
 "PO WAN," 3,338 " " H. I. Black.
 "FATSHAN," 3,360 " " C. V. Lloyd.
 "KINSHAN," 1,995 " " B. Branch.
 "HEUNGSHAN," 1,998 " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,191 tons, Captain W. Reynolds. (At Dock).
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 3,588 tons, Captain J. Wilcox.
 "NANNING," 3,569 " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 5.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 12th September, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers "LINTAN" and "SAN-UI"
 SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.
 These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.
 A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.
 For further information apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. COMPANIES.
 Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
 S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.
 Departure from Hongkong at 9.30 P.M. (Saturdays excepted).
 Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).
 Canton Agents—Messrs. E. Pasquet & Co.
 For further particulars, please apply to—
 BARRETTO & CO.,
 Agents.
 Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.,

BARRETTO & CO.,

General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to Each Room.
 Telephone Address:
 "CHIEF" HONGKONG.
 Telephone No. 84.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.
 O. E. OWEN,
 Proprietor.
 Hongkong, 17th

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Lieber, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STREAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ROON"..... Capt. Minner.....	About TUESDAY, 8th Oct., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GORDAN"..... Capt. Wilhelm.....	WEDNESDAY, Noon, 9th Oct., 1907.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA"..... Capt. Minner.....	THURSDAY, Noon, 10th Oct., 1907.
YOKOHAMA and KOBE	"PRINZ WALDENAU"..... Capt. W. v. Senden.....	About THURSDAY, the 18th Oct., 1907.
KUDAT and SANDAKAN	"BORNEO"..... Capt. F. Semblitt.....	Beginning of October, 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 26th September, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAPAN	Second half Sept.	JAVA PORTS	First half Oct.
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 171.

YORK BUILDINGS, 1st Floor,

Hongkong, 26th September, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 26th June, 1905.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

35, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

THE SHANGHAI "SHAR" CASE.

BENJAMIN AND POTTS v. GORDON NAILSEN.

On the 24th inst., at Shanghai, before Mr. T. Raaschou, Danish Consul, acting judicially, the case again came on for hearing.

Mr. L. E. P. Jones appeared for the plaintiff. Mr. N. C. Home represented the defendant.

Mr. Home filed the following additional particulars of defence:—

1.—The defendant denies the several allegations contained in the particulars filed herein by the plaintiff and dated the 14th day of September, 1907. The defendant while admitting that the several copies of documents filed with the said particulars are true copies of certain documents in the possession of the plaintiff, does not admit that such documents are authentic documents and does not admit the authenticity of the several signatures to such documents other than those of the defendant or that such documents furnish an accurate or complete record of the transactions with which they purport to be connected. The defendant further says that certain of the documents are concerned with share transactions in no way connected with or arising out of the share transactions between the defendant and the plaintiff.

2.—The defendant says the firm of Benjamin, Kelly & Potts (of Hongkong) is or was the same firm as the firm of Benjamin & Potts (of Shanghai) and that the plaintiffs in making sales of shares to Benjamin, Kelly & Potts (of Hongkong) were selling to themselves and were acting as jobbers in the said shares and not as brokers.

3.—The defendant says that the China Commercial Company is or was a firm in which the plaintiffs were financially interested. The said China Commercial Company was created or employed as a dummy for the purpose of carrying through fictitious share transactions, and in fact the share transactions of the plaintiffs with the said company were transactions in which the plaintiffs were selling to themselves and were acting as jobbers in the said shares and not as brokers.

His Honour asked if defendant denied all the allegations filed by the plaintiff.

Mr. Home replied that it was merely a formal denial.

His Honour remarked that there were several allegations in the additional particulars of the defence which ought to be more definite.

Mr. Jones asked if the defence alleged that the signature attached to the documents produced by the plaintiffs were false.

Mr. Home replied that defendant did not deny the signatures of either the plaintiffs or defendant, but he denied the signature of Mr. Van Neirp (on behalf of Messrs. Benja. in, Kelly and Potts), Mr. Allanson and E. Lennox Simpson.

Mr. Jones said Mr. Van Neirp and Mr. Lennox Simpson had left Shanghai.

Mr. Home undertook to file a more detailed statement of his defence.

Mr. Jones produced plaintiffs' books for examination.

It was arranged that the books should be examined this week.

Mr. Home applied for an adjournment to enable him to file additional particulars of defence.

The case was adjourned until October 4 at 2 p.m.

THE PROTECTION OF TRADE MARKS.

The N. C. D. News has received from the American Consul-General the following translation of a proclamation issued by the Shanghai Taotai for the protection of American Trademarks:

July, Intendant of Szechong circuit, in the matter of issuing a proclamation prohibiting the imitation of American goods.

On the 7th day of the 8th moon, I received a letter from the American Consul-General Denby, which reads as follows:

"It has been reported to me by merchants of my country that recently unscrupulous Chinese are manufacturing imitations of well-known American brands of goods, such as kerosene oil, soap, Eagle brand of milk, stoves, stockings, etc. in order to make profit. These imitations are made to appear like the genuine articles, but in reality they are inferior goods which can be sold cheaper than the real things and will make a profit thereon. Take, for example, the Standard Oil Co.'s kerosene, which has gained a world-wide reputation for unvarying quality. It is found that people refill their tins with inferior oil with intention to fraud. They are aware it is dangerous, but they do not heed it. This oil is sold as Standard Oil Co.'s old brand oil, thereby not simply defrauding the public but seriously injuring the good reputation of an honourable firm. This is not right and if allowed to continue will lead to friction between two friendly nations. Article IX (the Commercial Treaty between the United States and China of 1903 provides:

"Whereas the United States undertakes to protect the citizens of any country in the exclusive use within the United States of any lawful trademarks, provided that such country agrees by treaty or convention to give like protection to citizens of the United States;

"Therefore the Government of China, in order to secure such protection in the United States for its subjects, now agrees to fully protect any citizen, firm or corporation of the United States in the exclusive use in the Empire of China of any lawful trade mark to the exclusive use of which in the United States they are entitled, or which they have adopted and used, or intend to adopt and use as soon as registered, for exclusive use within the Empire of China. To this end the Chinese Government agrees to issue by its proper authorities proclamations, having the force of law, forbidding all subjects of China from infringing on, imitating, or knowingly passing off an imitation of trademarks belonging to citizens of the United States at such offices as the Chinese Government will establish for such purpose, on payment of a reasonable fee, after due investigation by the Chinese authorities, and in compliance with reasonable regulations."

I now feel it my duty to point out to Your Honour the above facts and to request that you will issue a proclamation forbidding all under your jurisdiction the further manufacturing of imitations of American goods and secure for them a special protection."

With the above letter four copies of trade marks both in English and Chinese were also received.

Beside having replied to the above letter and ordered all officials under my jurisdiction to forbid such imitations, I issue this proclamation for the information of people of all classes that no one is hereafter allowed to imitate the Standard Oil Co.'s registered brand, and should such case be discovered, punishment and fine will be imposed upon the imitator. Dated 14th day of the 8th moon, 23rd year of Kuang Hsu, 21 September, 1907.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.
 PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.
 ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).
 ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905.

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAVA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNUITSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1907.

TO LET.

LARGE and PLEASANT GODOWNS Nos. 9, 24, 25, 26, and 27, PRAVA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1907.

TO LET.

HATHERLEIGH, Conduit Road, No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAVA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORRISON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st September, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 35, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Voeux Road, Hongkong, 13th August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 4, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE,

Barretto & Co., Hongkong, 24th July, 1907.

TO BE LET.

A S from the 1st August past, No. 5, MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 20th June, 1907.

PABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA

Hongkong, 26th July, 1907.

Intimations.

WM. POWELL, LTD., ALEXANDRA BUILDINGS.

Children's

Outfitting

Dept.

DAINTY STYLES

CHILDREN'S MILLINERY.

BOYS' COATS and TUNICS.

INFANTS' CLOAKS and PELISSES.

WM. POWELL, LTD., HONGKONG.

Hongkong, 21st September, 1907.

Public Companies.

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the Company's town Office, 7, Lower Albert Road, Hongkong, on MONDAY, the 14th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 29th September to the 14th October, 1907, both days inclusive.

By Order,

M. MANUK, Acting Secretary.

Hongkong, 26th September, 1907. [67]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the SECOND and FINAL CALL of £15 Sterling per share on the NEW ISSUE OF SHARES will be payable on the 1st October next.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

Hongkong, 24th September, 1907. [89]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the Notice of 23rd December, 1907, and subsequent Notices, Senders of Telegrams are hereby advised that from 1st October next the currency equivalent of the Franc will, subject to revision after three months, be fixed at DOLLARS 0.37, at which rate the charge for all Telegrams will be collected from the said date.

H. HULOW FRISKE, Superintendent.

Hongkong, 20th September, 1907. [846]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Official Administrator, to sell by

PUBLIC AUCTION,

For account of the Estate of the late Captain R. H. GRAINGER, TO-MORROW,

the 1st October, 1907, at Noon, at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

THE GOODS AND CHATELAINS of the above-named deceased.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th September, 1907. [873]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

WEDNESDAY,

the 2nd October, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

SUNDRY VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

DOUBLE and SINGLE IRON BED-STEADS and MATTRESSES; TEAK WOOD WARDROBES with BEVELLED GLASS OVERMANTELS with BEVELLED GLASS; SIDEBOARD and DINNER WAGGONS with BEVELLED GLASS; MARBLE TOP WASHSTANDS, DOUBLE TEAKWOOD WARDROBE with BEVELLED GLASS; TAPESTRY COVERED DRAWING ROOM SUITE, GLASS, CROCKERY and E.P. WARE, CARPET, COOKING STOVE, and UTENSILS, &c.

ALSO

One GRAMOPHONE and RECORDS, (in good order and condition.) Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th September, 1907. [874]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED, on

SATURDAY,

the 5th October, 1907, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE ASSORTMENT OF JAPANESE CURIOS.

Comprising:—

CARVED BRASS BOWLS, VASES, INCENSE BURNERS, JAPANESE TEMPLE TORIJE, OLD BRONZE VASES, GONGS, IVORY CARVINGS, GOLD and SILVER CLOUTONNE WARE, IMARI and MAKUJI VASES, SILK EMBROIDERED SKEENS, &c., &c., &c.

Catalogues will be issued.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 28th September, 1907. [875]

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHY, 41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 16th September, 1907. [83]

HONGKONG CHINESE FURNITURE MARKS.

AMERICAN CONSULAR REPORT.

It is interesting to note the manufacture of furniture in Hongkong under European management and supervision. The work is given out to Chinese individuals who operate in their homes or in their own small shops. The sawing is done wholly by hand, huge logs of oak, larger than any pine, being patiently and slowly cut into boards. Time is no object to the Chinese. While a Chinese carpenter (who lacks the qualities to enable him to be killed a cabinet-maker) will imitate any article given him to make, even an artistic piece of furniture, he seems to lack originality, and any attempt to have a piece of furniture made after generic instructions is quite sure to prove disappointing. For instance, with a picture in his hand, he can do nothing with it.

The ideas of what constitutes proportion and taste are his own. The Chinese art of furniture making is handed down from father to son, and unless instructed, the worker will follow the fashion of the ages. For instance, he will bring two pieces of wood together and join them with a nail. The European instructor teaches him to make a hole and sink one piece in another. This never occurred to him before. One firm sent its No. 1 joiner to England for six months' instruction. He returned to Hongkong and taught his associates what he had learned. The practice of Europeans here in putting Chinese to work on furniture is to make drawings to actual size, these to be pasted on the wood. Every part of a table, for instance, is drawn full size by the European. The Chinese carpenter takes these drawings home, and, unless his excessive economy in sawing the wood misleads him, he does a very faithful job.

Teak is the favourite wood for furniture in Hongkong; it comes from the South. The many varieties of handsome American woods are much admired here, notably the golden oak and bird's-eye maple, which are both said to stand the climate well. Freight charges can be greatly reduced by shipping the furniture knocked down, provided it can be put together at its destination by unskilled hands. French furniture is largely sold here, much of it coming knocked down. The Chinese are exquisite polishers, and it is likely that if American furniture can be shipped here "in the white," the final process could be done economically by them. The miss on furniture designs are in favour in Hongkong, and the Chinese make considerable of it under instructions.—Consular Report.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 10th September, 1907.

Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Bowra, Huang Tsai-chew, W. Klose, the Health Officer and the Secretary.

1. The minutes of the last meeting are read and confirmed.

2. The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:—Summons: 1. Breach of Municipal Regulations 3; Allowing pigs to stray 17; Committing a nuisance 1; Breach of contract 1; Debt 1; Obstructing a public road 1. Summary Arrests: Theft 4; Breach of Municipal Regulations 1; Assault 1; Illegally carrying arms 1; Drunk and incapable 1; Committing a nuisance 2; Washing clothes at a public well 1; Being on enclosed premises for an unlawful purpose 1.

(Signed), W. H. WALLACE, Chairman.

By order, C. HERKELEY MITCHELL, Secretary.

CONFESSIONS OF A BANK CLERK

MR. CHARLES JEREMIAH OF BATAVIA TELLS NOW, AFTER ALL ELSE FAILED, HE WAS CURED OF CATARRH OF THE STOMACH, SPLITTING HEADACHES, & GREAT WEAKNESS BY

Dr. Williams' Pink Pills.

Gastric Catarrh, or Catarrh of the Stomach, is usually caused by errors in diet. It is an exceedingly distressing complaint, and one difficult to get rid of when only the ordinary Indigestion "remedies" are tried. But Dr. Williams' Pink Pills for Pale People, as the testimony of thousands of grateful past sufferers prove, have cured it, as well as most other forms of Stomach trouble, not only in the early stages but also when severe and apparently chronic.

Mr. Charles Jeremiah, a clerk of the Chartered Bank of India, Australia and China, Batavia, Java, is one of the thankful people, and he has related his experiences in the hope that they will prove helpful to readers of this paper who may be afflicted with the ailments which once so severely troubled him.

"About three years ago I was suffering great pains in the stomach," said Mr. Jeremiah. "The European doctors I consulted said that I had Catarrh of the Stomach, but although I was in long their medicines for some time I obtained only temporary relief. I had splitting headaches, bad dreams, and always felt worn out when getting up in the morning. My appetite was very poor, and often after my morning meal I was overcome with dizziness and saw sparks flying in the air."

"This state of things had gone on for some time, and was sadly interfering with my work in the office, when one day I read in a newspaper of a wonderful cure by Dr. Williams' Pink Pills for Pale People. I gave these Pills a trial, and after using four bottles of them I found my appetite improved wonderfully, my stomach restored to sound working order, and all the pains which had caused me so much suffering gone. Since my cure by Dr. Williams' Pink Pills three years ago the pains have never returned, and I have been in the best of health. You have permission to publish the facts of my cure for the benefit of other sufferers."

Not only for Stomach Complaints, but for all disorders caused by a weak, debilitated, or impure state of the blood, Dr. Williams' Pink Pills for Pale People are the proved remedy. The action of these Pills is direct on the blood; they make the blood rich, red, and good, and then the blood, in its turn, drives the poisons which cause disease out of the system. Testimony proves that Dr. Williams' Pink Pills have cured almost countless cases of Anemia (weak watery blood); Debility; Nervous Breakdown, Early Decay, Indigestion, Liver Complaint, Malaria, Rheumatism, Paralysis, Beri-Beri, disorders of the skin such as Eczema, Scrofula, Pimples, Boils, and the after-effects of Fevers, Dysentery and Chills. Women all over the world know how good they are for the special ailments of their sex, and men broken down by overwork, residence in an unhealthy climate, or by other causes are speedily restored by their use. Obtainable at most shops where medicines are sold, and from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$3/- or 1 bottle for \$1/- post free to any address. [4]

Consigners.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "KLEIST,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 24th of September, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of October, at 9.30 A.M.

All Claims must reach us before the 5th of October, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 24th September, 1907. [1]

"INDRA" LINE, LIMITED. NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship "INDRAPURA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 1st October, at 5 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

Optional Goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, TO-DAY.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 25th September, 1907. [865]

HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship "SUEVIA"

Captain Selmer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st October, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 25th September, 1907. [866]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "ARATON APCAR"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 28th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSON & Co., LIMITED, Agents.

Hongkong, 26th September, 1907. [870]

Intimations.

CHINESE IMPERIAL GOVERNMENT 7 PER CENT SILVER LOAN OF 1885, E.

42ND HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BOND of this LOAN will be PAYABLE at the Offices of the CORPORATION on and after the 30th September, 1907.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.

For the Hongkong & Shanghai Banking Corporation, Agents issuing the Loan.

J. R. M. SMITH, Chief Manager.

Hongkong, 28th September, 1907. [872]

THE TRADE MARKS ORDINANCE, 1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that BRITISH AMERICAN TOBACCO COMPANY LIMITED, whose Registered Office is Cecil Ghinnsby, 86 Strand, London, W.C., England, Tobacco Manufacturers, have, on the 27th day of August, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark:—

A label of oblong form—Yellow and as regards the obverse with a red Rose in the Centre surrounded by rose leaves, surmounted by the words "ROSETTE BRAND" in a scroll type in a frame of red back ground with the word "Cigarettes" in a scroll at the foot. And as regards the reverse a representation of medals with the words "Gold Medal Liverpool 1886" "Highest Award Grand Prix, Antwerp 1894." On each side of such label are the words "4 Cigarettes" in red type.

In the name of BRITISH AMERICAN TOBACCO COMPANY LIMITED who claim to be the Sole Proprietors thereof.

The Trade Mark is intended to be used by the Applicants forthwith in respect of the following goods that is to say Tobacco whether manufactured or unmanufactured in Class 45

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong and also at the Offices of the Undersigned.

Dated the 23rd day of August, 1907.

MATTHEW J. D. STEPHENS, Solicitor for the Applicants.

78.]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,000,000.)

Undertakes and Executes THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c., SHEWAN, TOMES & Co., General Managers.

Hongkong, 22nd May, 1907. [711]

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 2.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907. [50]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at Kowloon Wharf Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE, Manager.

Hongkong, 22nd June, 1907. [56]

Intimations.

TENDERS are invited for the SUPPLY to H.M. Naval Yard of the underrated Timber Materials for one year from 1st October, 1907, viz:—

TEAK, AMERICAN FIR or OREGON PINE, CAMPHOR WOOD, HARDWOODS.

BAULK, THICKSTUFF SCANTLING, PLANK, and BOARD.

OREGON SPARS.

Form of Tender, and information in regard to the conditions of contract, &c., can be obtained on application to the Naval Store Officer H.M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of material during the twelve months ending 30th June last. A deposit of one hundred dollars will be required with each tender, but this will be returned on the acceptance or rejection of the same. The tenders, which will be received till Noon on 7th proximo, 1907, will be opened and addressed to the Commodore, H.M. Naval Yard.

Hongkong, 27th September, 1907. [869]

4

S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

By Appointment to His Excellency the Governor and Household.

WATSON'S HOUSEHOLD AMMONIA.

An Elegant Preparation for the Toilet and Bath, Refreshing and Invigorating.

LOTION

PRICKLY HEAT.
An Efficacious Remedy.
GIVES INSTANT RELIEF.

PURE CARBOLIC SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL.

Guaranteed to contain 20 per cent. of Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of Pure Carbolic Acid.

FRAGRANT TOOTH WASH.

Antiseptic and Detergent—Whitens the Teeth and strengthens the Gums.

A. S. WATSON & CO., LIMITED.

CHEMISTS, DRUGGISTS AND PERFORMERS.

THE HONGKONG DISPENSARY.

Hongkong, 7th September, 1907.

BIRTHS.

On September 10, 1907, at Makanshan, to ETHEL OSBORN, wife of CHAS. H. LAVERS, a son (Theodore Harding).

On September 21, 1907, at Soochow, the wife of Dr. A. G. HARRIS, of a son.

On September 21, 1907, at Shanghai, the wife of A. G. HICKMOTT, of a son.

On September 23, 1907, at Leer (Germany), the wife of H. BOERNER, of a daughter.

On September 23, 1907, at Shanghai, the wife of W. AUG. WHITE, of a daughter.

On September 24, 1907, at Shanghai, the wife of R. W. THOMAS, of a daughter.

MARRIAGES.

On September 23, 1907, at Shanghai, HENRY WILLIAM PITCHER, second son of the late Owen Pitcher, M.A., of Thurlstone, S. Devon, and GERTRUDE MARGARET HOWARD MONTPEYEN, daughter of the Reverend Philip Howard Montpeyren, M.A., Hadlow Vicarage, Tonbridge, Kent.

DEATH.

On September 21, 1907, at Shanghai, WARD E. FAVORITE, aged 29.

free enjoyment of their property to trade-marks was concerned, or the right of others to infringe those marks, until 1862. It is true that long prior to that date any person who had invented a particular design or mark to distinguish his goods from those of other manufacturers had the right at common law to restrain others from imitating his mark, but, as Mr. Wilkinson states, the remedy of a plaintiff to prevent an infringement was based upon a question of fraud, and not upon any right of property in the mark. The Merchandise Marks Act of 1862, which made it a criminal offence to fraudulently imitate a trade-mark, and gave a statutory right of action for damages where such right already existed at common law, was extended to Hongkong and became law under the title of "The Merchandise Marks Ordinance, 1863." At that early period in the history of the Colony, the principal business houses were in the hands of British merchants who in many if not in most cases had their offices in London and did not confine their trade to the recently acquired Colony of Hongkong. Consequently whatever trade-marks they had adopted had usually been in use in England and were registered under the English Act. And the proprietors of trade-marks affixed to goods placed on this market were for the most part resident in Europe. The result was that the obtaining of proof of their right to the exclusive use of their marks involved an enormous waste of time and money. Accordingly, in 1873, an Ordinance was passed to provide easy means of proof of the common law rights of proprietors of trade-marks recognised in England. The Ordinance conferred no rights on the party registering, and the advantages to be derived from it seem to have been practically nil. Up to this time, that is, 1873, the proprietors of trade-marks in England were even worse off than those in Hongkong, for not only had they no rights as proprietors of trade-marks, but there was actually no provision for the registration of trade-marks, and it was not until 1875 that the Registration Act was passed. What happened after this, as the direct result of the passing of the Act in question, is described by Mr. Wilkinson at some length, but we need not enter into all the difficulties and anomalies that cropped up when manufacturers fancied that they would obtain some very material advantage by registering their marks. In some cases three persons were found using the same trade mark and under the 1875 Act their right to do so was admitted; but if more than three persons registered the identical or nearly identical mark then it was held that the mark in question was public property and could not be registered. Even when amending Ordinances were passed with the view of bringing the law of Hongkong into harmony with that of England the difficulties of the proprietor or inventors of trade-marks were not decreased. The case of Leuba v. Ullmann is quoted by Mr. Wilkinson, who remarks: "The judgment amounts to this:—That under the existing Ordinance the Governor cannot, by granting registration, confer any exclusive rights on a registered owner of a trade-mark, and cannot, therefore, by cancellation of that registration take away any such rights; and the decision of the Governor as to the rights of rival claimants to a trade-mark is of no avail against the decision of the Court; but, nevertheless, no power to that effect having been given by the Ordinance, the Court cannot direct a rectification of the register." A chapter is devoted to the character of the marks that are capable of being registered and it is decidedly interesting to read what may or may not be accepted as a trade-mark. For example, "a device which is nothing more than a pictorial representation of the goods to which it is proposed to affix it is not a registrable trade-mark; but a device which merely suggests the kind of goods to which it is applied is a good mark, e.g., the well-known device of a milkmaid carrying two pails was registered as a trade-mark in respect of condensed milk, etc." As to invented words, it was held that "absorbine," as applied to a chemical preparation, was not an invented word because it was simply a common English word, with a common termination added thereto. The word "tabloid," however, was held to be a distinctive fancy word and properly registered in respect of medicines, and "Bovril" also passed for the same reason. As to words in a foreign language being treated as invented words there seems to be some difference of opinion on the subject, but Lord Herschell has said: "I am not prepared to go so far as to say that a combination of words from foreign languages so little known in this country that it would suggest no meaning, except to a few scholars, might not be regarded as an 'invented word.' And on that ground 'Mazatlan' as a trade-mark for a Ceylon tea was held to be an invented word, although compounded of the word 'Wateria' which means in Cingalese 'estate' or 'garden,' and 'Maz,' which is part of the word 'Mazhar' meaning 'delicious.' But the mere misspelling of a known word or combination of words will not constitute an 'invented word.' For example, such words as 'Ucceda' as applied to biscuits, 'Philosol'

for clothes or boots, 'Ransard' for waterproof garments or umbrellas, and 'Iwanta' would not be considered invented words. Chapters are devoted to "Infringement," the "Period of registration," the "Effect of Registration under the home Act of 1905," "Action for infringement and passing off," the "Assignment and transmission of trade-marks," and the "Merchandise Marks Ordinance." The appendices include Ordinance 16 of 1873 which provided for the registration of trade-marks, Ordinance 18 of 1898 which amended the law on the subject, and portions of the judgment by the Chief Justice in the case of Leuba v. Ullmann both on original hearing and on appeal. Mr. Wilkinson's work is of undoubted value and importance, and will be most appreciated by the members of his own profession, who are continually being involved in the meshes and intricacies of a law which is the embodiment of legal tortuosity. The conclusions arrived at by the author are supported and buttressed by standard cases of the most recent date, and a list of the citations is furnished for the benefit of the student as well as the active practitioner. As may be gathered from our remarks and quotations the "History and Treatise" is written in a style which may be understood by the average layman, but we fancy that even after the average layman has digested all the hard facts submitted by Mr. Wilkinson on the subject, he will still find it to his advantage and profit to consult his legal adviser when he has occasion to register his trade-mark. It need only be added that the work, which runs into 122 pages, is published by Kelly and Walsh, Limited.

LOCAL AND GENERAL.

OUTBREAKS of cholera are increasing at Port Arthur. Commerce at the port is, therefore, depressed.

THE damaged *Taifoo Maru* was brought back to Shanghai on 23rd inst. afternoon, and towed up to Tunkadoo.

A NEW YORK despatch of 23rd inst. to the *N. C. D. News* says:—The Washington Government expresses sympathy with the Chinese Reform Edict.

IT is reported at St. Petersburg that Russia is about to spend 37,000,000 roubles upon the reconstruction of the fortress of Vladivostok and Nikolaievsk.

IT appears from the evidence given at the Standard Oil Inquiry that the Company has exported under a secret agreement with independent refiners, in violation of the Commercial Contract Laws.

LUSITANO CLUB'S "SHOKER."

AN ENJOYABLE EVENING

In celebration of the joint anniversaries of their Majesties the King and Queen of Portugal, members of the Lusitano Club held a smoking concert in the club's spacious ball-room on Saturday evening. The building was beautifully illuminated with numerous vari-coloured lanterns, which swayed to a gentle breeze from the balconies, while a transparency of King Carlos, encircled with electric lights, was suspended over the entrance on the facade of the building from the first floor verandah. The ball-room presented a very gay appearance, having been decorated for the occasion, and no little attention was directed to the miniature stage, the erection of which bespoke tasteful talent on the part of the designers.

Shortly after nine o'clock the Portuguese Consul-General—Consulheiro A. G. Romano—and his genial Vice-Consul—Commandador J. J. Leira—arrived, and were received by the Committee and members of the Club, who conducted them to the ball-room, where the toast, "The King and Queen of Portugal," and "Success to the Club Lusitano" were drunk, and the evening's entertainment opened. The programme got up for the occasion was carefully arranged, and although it lacked variety, which was left out with a purpose, variety filled its place. The musical proceedings of the evening were opened by Machado's String Band, which band offered their services in honour of the occasion. Their selection having been concluded, Mr. J. C. Rosario livened up the audience by a "cake walk" on the piano, and very soon his listeners were making an impression on the floor. A song was the next item on the list, and "O Veterano" was rendered by Mr. A. J. D'Es, who, though a trifle nervous, which was responsible, no doubt, for his tangling-up in some parts of the song, came out well. He gave place to Mr. J. Hyndman, who rendered "Jewel of Asia" (false) in a splendid style. In response to the inevitable encore he obliged with another verse. "Airo Fulgido" played on the organ and violin by Messrs. S. Pinna and E. J. Lopes, a violin solo by Mr. F. Gonzales and a banjo solo by Mr. Alves evoked hearty applause. Mr. H. J. Alves then varied the proceedings with the monologue, "He tried to tell his wife," a very amusing item, while Mr. F. X. Botelho treated the audience to that well-known song, "Jack the Boy," which was very well rendered. This brought a very enjoyable evening to a close.

The full programme is as follows:—
1—Piano Solo, "Cake-Walk March," Mr. J. C. Rosario.
2—"O Veterano," Mr. A. J. D'Es.
3—Song, "Jewel of Asia," Mr. J. Hyndman.
4—Duet (Voice and Violin), "Airo Fulgido," Messrs. S. Pinna and E. J. Lopes.
5—Duet, "Sacrilegio e Magia," Messrs. M. Concello and J. O. d'Aguiar.
6—Violin Solo, "Airo Fulgido," Mr. F. Gonzales.
7—Song, "He tried to tell his wife," Mr. F. X. Botelho.
8—Monologue, "He tried to tell his wife," Mr. H. J. Alves.
9—Song, "Jack the Boy," Mr. F. X. Botelho.
10—Comic Song, "Jack the Boy," Mr. A. Baptista.

THE WUCHOW J. MEUTE.

THE CITY IN FLAMES.

H.M.S. "ROBIN" TO THE RESCUE.

Wuchow, 27th September, 1907.
A great fire, one of the biggest in the annals of Wuchow, broke out at about 8.30 a.m. today. Great volumes of smoke were seen issuing from the mouth of the Fuh Ho and judging by the density of the smoke it was apparent that the conflagration was most serious. The fire rapidly spread until the whole mouth of the Fuh Ho seemed enveloped in one scorching flame and in a short space of time the fire had not only demolished innumerable houses, but pontoons, cargo-boats and sampans as well. The latter two soon presented a most serious menace as being caught by the tide they drifted out into the West River and in their downward course threatened everything in their way. The wind, which had been calm up to now, soon sprang up at this period, and with the "fire ship" in full go with the flood tide, it was deemed advisable by all concerned to move their pontoons, boats, etc. out of the danger zone.

TOWING PONTOONS OUT OF DANGER.
The *s.s. Chan Po* lying alongside Messrs. Edwards & Co.'s pontoon was in danger at one period, but Capt. Mounsey of the *Chan Po* acted with the utmost promptitude in slipping his pontoon's moorings and towing his pontoon out into mid-stream and thence under the friendly shelter of Kai Lung Chow Island. Captain Dixon, the agent of Messrs. Jardine Matheson, tried hard to get a steam-launch to tow Jardine's pontoons out of danger and on accosting a steam-launch with a view to engaging the launch's services was met by the cool reply: "No, don't wait a job, want to see the fire." Captain Dixon managed, however, to commandeer a launch and turned his pontoons across the River, where they were out of danger. The Police pontoon and one or two others followed suit and by acting so promptly saved their pontoons and their valuable cargoes.

THE CUSTOMS STAFF.
The Imperial Maritime Customs pontoon being in the line of the flaming drifting sampans and cargo boats was in great danger and Mr. H. Clive, the Harbour Master, lost no time in commandeering the *s.s. Wai On* to tow the Customs pontoons out of danger. Moorings were hastily slipped, gangway planks cast adrift, and inside 10 minutes the Customs House was safely being towed to a safer neighbourhood. All the foreign and the native Customs staffs were on the *gai vive* and but for their concerted actions, further damage would have resulted.

H.M.S. "ROBIN" TO THE RESCUE.
H.M.S. *Robin*, which was at anchor in mid-stream, hastily got up steam and lent a hand here, there, and everywhere. Lieut. Commander C. C. Walcott and the crew of H.M.S. *Robin* were indefatigable in their attempts to save life and property, and rendered most valuable assistance in towing cargo boats, junks, and pontoons out of the fire line, into places of safety.

ORIGIN OF THE FIRE.
The fire originated at the *Sa Kai* jetty in a samshu distillery and spread with marvellous rapidity. About 300 houses were burnt down before the Yi Kee kerosene depot was reached; when this too caught fire. The explosions of kerosene tins were clearly heard above the uproar and in this Hong alone some 16 persons are reported to have perished. In all, though no correct approximate can be made, some 200 lives must have been lost and the damage done to property will exceed half a million dollars.

INCENDIARISM SUSPECTED.
The fire is supposed to be an act of incendiarism in connection with the *liks* troubles, the origin of which have already been fully dealt with in the columns of the *Hongkong Telegraph*. The fire, if an accidental one, is a remarkable coincidence as it will be recalled that it was reported in your columns of the 25th that trouble would ensue on the 27th instant, and sure enough there was, too. The present outbreak of fire was more than a coincidence as another outbreak of fire occurred in a different part of the City, just when the big fire was at its height. The latter, however, was easily put out and no casualties are reported in connection with this fire.

BUSINESS AT A STANDSTILL.
The streets were crowded the whole day, but all the shops, stores, etc. were closed and inquiry elicited the fact that the reason for such closure was the fear of marauding and pillage by the "bid characters." That there were a good many of this class about cannot be gainsaid, as these gentry paraded the street openly armed with knives, swords and in certain cases with cheap Belgian or German revolvers. Business is simply paralyzed and everything is at a standstill. No steamers have been entered or cleared at the Customs. The fire raged from 8.30 a.m. till 4 p.m. and then seemed to have died out somewhat.

TROUBLE ANTICIPATED.
Further trouble is expected to-night in the way of looting, looting, etc., and all hands are looking forward to see what further developments occur. This has been a disastrous day for Wuchow and whether the big fire this morning was premeditated or accidental, the loss in lives and money has been enormous.

FURTHER PARTICULARS.
28th September.
The following further particulars will be of interest, in connection with the disastrous fire of yesterday: As stated yesterday the fire originated in a samshu distillery off the Kai Sai Street, and whether this was accidental or intentional remains to be seen. The few manual fire engines employed were of no avail and the fire has practically been allowed to burn itself out, which it did by about 7 p.m. The various sites are still smouldering, but all danger is now at an end, as far as the fire is concerned. The approximate estimate of damage, and loss of life exceeds that given in your telegram. The loss of life is estimated by the Chinese

to be between 150 and 200 lives, and the property destroyed will aggregate considerably over half a million dollars. A good many of the business houses destroyed were insured with Hongkong Companies and these will be called upon to pay up some \$150,000. The fire occurred in practically the busiest and wealthiest portion of the town and the loss therefore is great. The *Sa Kai* Street has been almost entirely demolished; houses on both sides of the street being burnt down to the ground or gutted. The Kow Fung Street and the Fuh Ho Beach also suffered severely.

LIST OF LOSSES.
The following is a list of losses incurred by the biggest merchants, shopkeepers, etc.:
Kwong Yuen Tai & Co., Sundries and General Importers, \$100,000, insured.
Tai Kee & Co., Kerosene Oil Merchants, \$60,000, Insurance \$25,000.
Chee Cheong, Piece Goods Hong, \$30,000, Insurance \$25,000.
Wong Chee Kun & Co., Chinese Medicine Shop, \$30,000, insured.
Fow An Steam Launch Co, Pai and Cargo \$20,000. Partly insured.
Kwan On Pontoons, Hotel and Fan Tan Hall, totally destroyed.
Sui Ying In—Pai, Hotel and Fan Tan Hall, totally destroyed.
Now Sing and Yee On pontoon, general merchants, totally destroyed.
In addition to the above there are some cargo hulks, three flower boats, 15 cargo boats and small junks, and a large quantity of smaller craft, like sampans, fire wood boats, etc., and lastly some three hundred houses varying in value from a couple hundred dollars to \$8,000 a piece.

The Chinese say that this is the second biggest fire in the annals of Wuchow, a bigger one occurring a couple years before this port was opened. It was expected that there would be a lot of rowdiness in the City last night, but a few petty cases of thieving nothing startling is reported. The British Consulate was furnished with an armed guard from H.M.S. *Robin*, in case of trouble, but nothing untoward occurred. Early this morning the harbour presented a busy spectacle. Steam launches were in great request to tow pontoons back to the original sites, and the launches took advantage of the occasion to put a premium on their services. The *s.s. Chan Po* towed Messrs. Edwards & Co.'s pontoon back into position last night, but the remainder of the business houses returned to their moorings early this morning. The Customs pontoons, which were towed to a place of safety during the fire, were brought inside the harbour limits yesterday afternoon and transacted such business as came along, and in fact was the only concern able to transact business at all, Messrs. Jardine Matheson & Co., Ltd., also brought their pontoons back to their original positions, as did the other firms. Things have settled themselves into their normal groove again and the port is once more ready for its ordinary routine. This would have been impossible to-day, had not the mercantile and Customs pontoons removed themselves from the danger of drifting fire-boats, a danger which was most imminent. Those concerned are to be congratulated on their forethought in taking all necessary precautions by moving out of the way of these flaming derelicts.

CITY IN RUINS.
The site of the fire presented a very sad spectacle this morning. Houses and boats gutted and smouldering, wreckage floating about all over the place, and 100 hundreds of the poorer class of Chinese employed in trying to live as much of their possessions as possible. Hundreds more are now homeless and the hotels and inns are crowded to their fullest capacity. Business is naturally suspended and the majority of the Hong are closed, but all shops dealing in necessities are opened.

HARROWING SCENES.
It will take some days before the actual cost in lives and money incurred during this fire, can be estimated. Eye-witnesses give harrowing accounts of the scene when the small boats took fire. Many threw themselves overboard and were hastily picked in the swirling tide of the Fuh Ho. A good many women and children became suddenly demoralized, and in the panic ran into the flames or jumped overboard and got drowned. H.M.S. *Robin* steamed right up the Fuh Ho as soon as this was possible and rendered every assistance to life and property, and the Chinese speak very highly of the courtesy of the British gunboat.

CESSATION OF TRADE AT NANNING.
Telegraphic advices have been received by several Foreign and Chinese firms to the effect that a complete cessation of business took place yesterday morning, at that port. This is evidently in accord with the recent *liks* trouble which affects the whole of the upper river between Wuchow and Nanning. The seriousness of this sudden suppression of trade has already been pointed out, and if a compromise is not satisfactorily and speedily accomplished the loss to petty merchants and the consumer will be most trying.

WE have received from the Japanese Consul a list of picture of characteristic Japanese design, advertising the second Fisheries Exhibition of Western Japan and Kiushu, to be held at Nagasaki between Oct. 21 and Dec. 9 next.

H.E. YUAN Shih-kai has impeached H. E. S. C. H. Kung-pao on several serious charges, in consequence of which a secret emissary of the Government is to be sent down to Shanghai to make investigations on the spot.

Hsu Shih-chang, Viceroy of Manchuria, has requested that the Japanese gendarmes be withdrawn from Kwantung. He has ordered three companies of infantry and some cavalry to proceed to Kwantung and make investigations concerning the boundary.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

THE KANCHOW RISING.

TROUBLE SUBSIDING.

IMPERIALISTS ENGAGE BOXERS.

[From Our Own Correspondent.]

Shanghai, 30th September, 1:10 p.m.

The Kiangsi trouble is subsiding. Imperial troops are reported to be fighting the Boxers outside the city of Kanchow.

[Reviewers.]

MOROCCO.

London, 27th September.

Kid Sid Elarbi, an envoy from the Sultan, has arrived at Casablanca to consult with the French. Four more tribes have sent delegates to terms of peace. The market in Casablanca has been reopened.

Canada and Japan.

The Canadian Manufacturers' Association has passed a resolution that it will be disastrous to abrogate the Anglo-Japanese Treaty, which has greatly developed trade between Canada and Japan.

Later. Sir Wilfrid Laurier, speaking in Toronto, said the British diplomacy in Canadian affairs had been a record of sacrifice to Canadian interests.

In reference to the Japanese treaty, Canada was only just beginning to reap the benefit of it, and denunciation would be an act of panic. The Government did not propose to denounce it; they needed time to reflect and inquire.

The Premier hinted at the appointment of a Commission, but he was less than ever inclined to annul the treaty in view of the All-Red Route project.

28th September.

Sir Wilfrid Laurier, in his speech at Toronto, explained that Canada became a party to the Japanese treaty because she thought that Japan had prohibited general emigration, especially towards Canada.

The Anglo-Russian Convention.

Official circles in Berlin state that the Government is friendly to the Convention, the treaty not affecting German commercial interests.

A section of the Press also takes this view, but another section considers that the treaty is the coping-stone of the building of British evolution policy.

The "America" Challenge Cup.

The refusal of the New York Yacht Club to accept the challenge of Sir Thomas Lipton is due to the challenge not giving the dimensions of the challenger, while imposing new special conditions as to type, size and power of the defender.

The Trans-Atlantic Record.

The *Lusitania*, arriving at Queenstown, completed the Eastward voyage in 5 days, 4 hours and 19 minutes, beating the *Imania*'s record, but the *Deutschland* still holds the speed record.

TYPHOON WARNING.

The American Consul-General received the telegrams quoted below from the Manila Observatory to-day:—

September 28, 1907, 12:30 p.m.

Typhoon between 21 and 23 lat, in about 138 long, seems to move still N.W.

September 29, 1907, 2:30 p.m.

Typhoon now west of Bonin Islands moving in a northerly direction probably tending to recurve N.E.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Gregory Apar*) 2nd prox., noon.

English (*Dahli*) 3rd prox., 6 a.m.

German (*Roon*) 5th prox.

Indian (*Footsah*) 11th prox.

The Boston S. S. Co.'s *Amuric* sailed from Yokohama on 27th inst.

The *s.s. Sika* sailed yesterday the 29th inst., from Shanghai for Hongkong via Keelung.

The *H. A. L. s.s. Rheana* left Shanghai on 28th inst., at noon, and may be expected here on 1st prox., at noon.

The N. G. L. s.s. *Lyons* left Singapore for this port yesterday, and may be expected here on or about the 4th prox.

The *Apac* Co.'s *s.s. Gregory Apar* from Yokohama and Kobe, left Moji on 28th inst., and may be expected here on or about prox., at noon.

The C. P. R. Co.'s *s.s. Empress of China* arrived at Shanghai at 8 p.m., on 28th inst., and left again at 1 a.m., Sunday, for Nagasaki, where she is due to arrive at 9 a.m., on 30th inst.

The Imperial German Mail *s.s. Roon* carrying the German Mails with dates from Berlin of the 10th inst., left Colombo on 29th inst., and may be expected here on or about 8th inst.

The G. N. S. S. Co.'s *s.s. Minamoto* arrived at Yokohama on 28th inst., at 7 a.m., will leave Kobe for Hongkong via usual ports of call on 3rd prox., and may be expected here on 11th prox.

THE RAILWAY AFFRAY.

PARTICULARS OF THE INCIDENT.

SUN-ON DISTRICT MAGISTRATE'S INTERVIEW.

[By Our Special Representative.]

When on the 25th inst. we published a report of an assault on a party of surveyors engaged in the preliminary work connected with the Canton-Kowloon Railway (Chinese section), we made it clear that the said statement that an affray had taken place was all the information that had reached us that day from the interior. It was at a late hour that a member of our staff succeeded in obtaining the scanty news. We printed the report with considerable reserve, since, as we stated, at the time, the avenues for verification were then closed to us. From the very initiation of this Railway undertaking an amount of mystery quite incompatible with the traditions of the British Government has been invested around the inspection of the route, the commencement of the construction work, and the presentation of an intelligible and connected history of the building of the line, at each successive stage of its progress is a task of the utmost difficulty to Press scribes. The hole-and-corner manner by which the amounts were appropriated for the initial work, and then spent long before a vote had been taken by the Legislative Council, is another of those strange proceedings which have marked the whole course of procedure in relation to the Kowloon-Canton Railway project.

If such unwarranted caution is taken to keep the public out of the confidence of the Government in what relates to the British section of the line, it will be admitted that, when it comes to matters affecting the Chinese section—wherein the Hongkong taxpayers have a remote indirect interest, since the two sections are to form a junction at the boundary line between British and Chinese territories—an attempt will be made to keep the public hopelessly out of any information that should be of interest.

The manifest eagerness with which our exclusive report of what may be termed the Sun-on incident was sought to be stifled convinced us of the fact that every endeavour is being made to seal all outlets of news from a "leakage" would be possible of news from the progressive scene of operations.

It is a peculiar trait of the sleuth-hounds of the Press that they are not easily baffled. In view of the attempted *denial* of our report of Wednesday—which has been made capital of in certain quarters—a representative, who was responsible for the report, went to some pains to secure a connected narrative of the whole incident.

Obviously under the circumstances, such a report could only be gathered from Chinese sources, and in our opinion the account which is now presented amply rewards the labour which its collection has involved. It is true that the surveyors' standpoint there may be another version of the story. However, the candour of the narrator may be accepted as genuine from the Chinese side.

To begin with, it should be stated that the construction of the Chinese section of this railway will be carried out under the terms of the Agreement effected between the two contracting parties—the Chinese Government, that is the Viceroy of Canton, on the one hand, and the British and Chinese Corporation on the other. The Corporation were represented in Canton during the final stages of the negotiations by their special representative, Mr. J. O. P. Bland; their interests are now in the safe personal guidance of Messrs. Jardine, Matheson & Co., who stand in identical relation to the Canton-Kowloon Railway (Chinese section) as the Shanghai office of the firm did to the Shanghai-Nanking railway opened last year.

For the past month or so the survey of the Chinese section of the railway to Canton has been in progress under the expert direction of the Engineer-in-Chief, Mr. Grive. Starting at the Sun-on end a party of surveyors has been making steady progress across the district of Sun-on, and it was within this district that the trouble arose the other day—a trouble which, happily, was of the briefest duration.

It should be mentioned that Sun-on, which is a Customs collecting station opened on the 1st March, 1906, after the Kowloon Convention of 1898, with frontier guard posts, is now in almost daily communication with Hong Kong by steam launch. This service is usually maintained by the little steamer *Hung On*, but as that vessel was laid up last week for repairs her place has been taken by the *Kwong Lee*. With the exception of Mondays the service is regularly maintained throughout the week. Starting from Hong Kong at 6.30 a.m. the steamer proceeds to Sha-tow, which in ordinary weather and tide is reached by about 10.30 a.m. At Sha-tow when the river is shallow the Hongkong passengers are transhipped into boats which then take up the journey to Sun-on. With an adverse tide the latter place is reached in four hours. The passenger boat runs up right alongside the leading place where the passengers disembark.

The scene of the affray is a distance from this important market town, and is reached by traversing flat country and over narrow pathways across the fields. It is a steady five hour's journey on foot. Reaching Ping Pau-hui (平步堆), our destination, all the material necessary to the present narrative was obtained. Ping Pau-hui may be defined as a sort of market-place. It is inhabited by from two to three hundred villagers, who are for the most part able-bodied men, women and children. The village consists of small brick and mud houses and contains a small ancestral temple of the family of Lau. The inhabitants of the place claim ancient lineage

with the Lau clan. It was outside Ping Pau-hui that the assault took place. At Lung Fu-hui (龍市墟) the survey party had their residence. The house, which, as we were informed, the Europeans occupied, is owned by a missionary organization, and when not tenanted by the railway engineers is devoted to a school of so-called modern learning. Lung Fu-hui is situated at a distance of about four li, or a trifle over an English mile, from Ping Pau-hui.

The surveyors usually start work between 7 and 8 o'clock in the morning; knock off at midday for their (lunch) recess, and then resume work between 2 and 3 p.m. till 5 p.m.

After luncheon on the 16th day of the 8th moon (23rd Sept.) a survey party started work just outside the village of Ping Pau-hui. The party consisted of one Britisher, (whose name we have since ascertained is Mr. Warrington), two *teichuan* surnamed Pan and Tung, eight or ten Chinese "braves" and a few surveying coolies. Usually two British surveyors set out, but on the present occasion the other (Mr. Fraser) was stated to be ill and confined to his quarters. Upon the party's arrival the villagers declared that they had already been acquainted with the object of their mission by proclamation issued by the authorities. A gang of some 20 or 30 farmers who were working in the fields approached the surveyors, whom they begged not to have the ground measured. They alleged that for generations the remains of their ancestors had been lying undisturbed in that revered soil; the *teichuan* had been particularly propitious to their forebears; and would the surveyors be kind enough to divert the course of the line from their ground?

Warrington, who is acquainted with the English language, then interpreted the request to Mr. Warrington.

There followed a long dialogue after this, and, as related to our representative, much persuasive argument was brought to bear by both sides. It speaks much for the surveyors' forbearance that, at no stage of the discussion, which was developing into some degree of warmth on the part of the natives, did they manifest intolerance with the attitude of the villagers.

Ultimately the *teichuan* was requested to inform the men that the party were not there for their own pleasure. The inhabitants of the district being known from the published injunctions of the official proclamation that the party were carrying on the work under instructions from the Imperial Government. The railway had to follow a certain course and the line could not be made to divert at any one's whimsical pleasure.

This harangue concluded, the surveyors proceeded to resume their work. Whereupon the villagers gave manifestation of considerable excitement. Perceiving that the crowd was bent upon mischief the railway men proceeded to put themselves on the defensive. They briefly repeated themselves for an assault when the coolies were set upon. Ng Fuk, the head of the coolie gang, a slightly built Chinaman of about 40 years of age, received a nasty blow on the head which drew blood. The villagers armed themselves with bamboos, poles, and any other weapon they could readily lay their hands on. Ng Fuk, apparently bore the brunt of the assault, although it was stated that Mr. Warrington received three blows on the back with bamboos.

Once the assault began the ranks of the assailants were increased by reinforcements from the village. Seeing that they were hopelessly outnumbered, and believing discretion the better part of valour, the survey party began to beat a retreat in the direction of their quarters. Such of the smaller instruments as the members of the party could carry away with them without proving impediments, they successfully removed as they hastened from the scene of the disturbance. But what was described to us as a tripod and such other encumbrances as were too bulky to be easily handled by the retreating party, were taken by the Chinese, as well as axes which were used by the coolies for chopping down trees or brushwood, that obstructed the engineers in their work.

The party reached their lodgings after 7 p.m. No other incident occurred that night. On the following morning two elders of the village proceeded to Lung Fu-hui for an interview with the surveyors. The elders begged the party to discontinue any work out of doors that day, as in the then temper of the village the elders could not restrain the mob from any act of violence. They would not, therefore, hold themselves responsible for any untoward action of their men that day. That was on Tuesday, 24th inst. The day was wholly uneventful.

Meanwhile it appears the district authorities were communicated with as to the incidents that took place on Monday. On Wednesday, the 25th inst., the magistrate of Sun-on in person, attended by a bodyguard of fifty "braves" armed with rifles or long guns, as put to our representative in Chinese, arrived at Ping Pau-hui. The magistrate summoned the elders before his presence. A long conference was held. Beyond that the magistrate desired to be informed what business the surveyors had in interfering with the survey party in their peaceful mission, nothing is definitely known of what transpired at the conference.

The district magistrate remained at Ping Pau-hui two days, and departed therefrom on the morning of the 26th day of the 8th moon (27th Sept.).

It is asserted, but the only authority for the statement is Chinese information, that when Messrs. Warrington and Fraser resumed survey they aimed themselves with revolvers for self-defence.

Having completed the survey of the village where the clash with native susceptibilities had taken place, the survey party proceeded on their course, and at latest report were said to have traversed over the Sun-on district into Tung Kuo, their goal being the thriving market town of Shek Lung, the capital seat of the district.

THE HONGKONG TRAGEDY.

ADSETT'S EXAMINATION FURTHER ADJOURNED.

William Hall Adsett, the alleged murderer of the Daylon woman, whose body was found in a Saratoga trunk on board the C. P. R. steamer *Montpelier* in August last, came up for trial on the capital charge at the Magistracy this afternoon.

From the standpoint of the curious trial attracted a good crowd of Europeans and foreigners, who hung around the Court hoping to get a glimpse of someone connected with the trial. There have been many important trials held in this Court—trials that have brought out the curiosity hunters—but it is safe in saying that never before has this Court held such a crowd of Europeans interested in a trial. Every bit of space available at the back of the Court was filled.

Adsett, who looked a trifle pale, and wearing a few days' old beard, was attired in a pink shirt, a black coat and a pair of blue black pants. Just before the commencement of the proceedings he was handed a collar and necktie, which he adjusted in the dock. There was no indication when he entered the dock, escorted by Detective O'Sullivan and Constables Fox and Langan, that he was worried at the ordeal he was to face. Left alone in the dock he pruned himself up in a corner and looked around at the gathering.

Mr. G. E. Morrell, Crown Solicitor, of Messrs. Denny and Bowley, appeared for the Crown. Mr. Reginald Harding was retained for the defence.

Mr. Melbourne—Are you ready to go on with the case?

Mr. Morrell said that he appeared for the Crown. Mr. Harding, he said, was assigned by the Government to defend the accused, and he would suggest a further adjournment.

Mr. Harding—In any event, your Worship, I want an adjournment, a short one, as I have not been instructed.

His Worship—I am sorry you did not let me know before. This is a whole afternoon wasted.

Mr. Morrell stated that he did not know until late that the Government had assigned a solicitor to the accused.

The case was then adjourned until 2.15 o'clock to-morrow afternoon.

A POPULAR NAVAL ANNUAL.

On Trafalgar Day, October 21st, there will be issued from the Navy League Offices, 13, Victoria Street, Westminster, the initial number of a new and promising publication, to be entitled *The Navy League Annual*. The idea of such a work is no new one but the trouble up to the present has been to find a suitable honorary editor. This difficulty has been overcome through the offer of his services by Mr. Alan H. Burgoyne, whose naval writings and research into the problem of submarine navigation have long been well known to the public.

Mr. Burgoyne has been more than fortunate in the choice of his collaborators and we are able, through the courtesy of the Secretary of the League, to state the subjects to be discussed and the names of the gentlemen responsible for them.

The book will be divided into three distinct sections in the first of which Mr. Burgoyne will detail the progress of British and Foreign navies during the preceding twelve months; it will also contain a clever comparative analysis of the present naval situation by the eminent naval critic, Mr. H. Lawrence Swinburne. Part II is to be devoted to articles upon naval topics of current interest and in the selection of subjects, Mr. Burgoyne has, to use a nautical phrase, "boxed the compass." A list of the chief of these essays is appended.

1 The Navy and the Empire, The Rt. Hon. the Earl of Meath, K.P.

2 Cruisers, Admiral the Hon. Sir E. R. Fremantle, G.C.B., C.M.G.

3 L. Marine Française et l'Entente Cordiale, Capitaine-Sorbi Officier Français.

4 Barrage: A Modern Shipyard.

5 The Work of the Naval Volunteers, The Marquis of Graham, R.N.V.R.

6 The Future of the Coastguard, Commander the Hon. Henry N. Shore, R.N.

7 The Progress of the German Navy, H. W. Wilson.

8 The Navy in the House of Lords, The Earl of Malmesbury.

9 The Navy in the House of Commons, Viscount Aldour, M.P.

10 The Needs of the Mercantile Marine, Commander W. Cairns, R.N.R.

11 Gunneys and the Navy, Arnold White.

12 The Training of Boys for the Navy, Captain W. Verdon Anson, R.N.

13 An Ideal Sea-Training Home, Captain A. H. Gannons Williams, R.N.

14 Co-operation of the Navy & Army in War-time, Major H. R. Beddoes.

15 The Rise of the Japanese Navy, Alan H. Burgoyne.

Part III will contain comprehensive tabular statements of fleets, grouped as follows: The Anglo-Japanese Alliance; The Dual Alliance; The Triple Alliance; The Northern European Powers (Norway, Sweden, Holland, Denmark); The Southern European Powers (Spain, Portugal, Turkey, Greece); The United States of America; The South American Republics; Minor Naval Powers.

The book will be illustrated with plans and drawings by the editor and there will also be a number of photographs of the latest ship-types of our own and foreign navies. Many of these latter will be published for the first time. There will be some 262 pages of text in all, in strong cloth binding and with gilt edges. An edition de luxe, numbered, and signed by the editor and bound in Morocco leather, with coloured illustrations, will be issued at a price of £1.0.0. As this last edition is strictly limited, and orders will be met according to a queue of application, those desirous of obtaining a copy should write immediately to the offices of the League and have their names registered. The book, which is being printed and produced by the Norman Davis Printing Company, is bound to create considerable interest among those who take an interest in the naval service and their name in these days is legion. We believe the "Little Red Book" as it is certain to be called, will be a most popular addition to the growing list of Annuals.

CANTON, DAY BY DAY.

THE ANTI-OPIMUM PROPAGANDA.

[From Our Own Correspondent.]

Canton, 7th September.

The Chinese residing in Manila have sent a sum of \$136 being subscriptions collected towards the funds for the Central Anti-opium Association together with a letter expressing the hope that the movement will be carried to a successful end.

EXECUTION OF ROBBERS.

Yesterday, by order of the authorities, four robbers who were extradited from Hongkong, were beheaded in the presence of the Namhoi Magistrate and the British Consul-General at Canton, for having been found guilty of committing armed robbery.

A NEW PRISON.

The Magistrates of Namhoi and Panyu, owing to the lack of accommodation in the industrial institutions in connection with the prisons, a short time ago proposed the transferring of the old prison and gaol of the Kwangchow Prefecture's yamen into an industrial institution and the proposal was sanctioned by the authorities and the work of rebuilding the prison was begun. The fund for this work has been authorised and a sum of \$30,000 was taken out of the Provincial Treasurer's yamen for the purpose, besides several large sums of money obtained from other sources.

POLICE SCHOOLS.

The Police Department, in connection with which a Primary Police School was opened last year, is now contemplating the opening of a Middle and a High School for the completion of the studies of the students of the Primary School. Three hundred students will be received into these two schools and the Department has issued a notice advising the public of an examination to be held to select suitable students for them.

28th September.

THE SOUTHERN UNREST.

A letter received from the prefecture of Yunchow states that Brigadier-General Li Chun has stationed troops on different points of the prefecture and have also placed troops on the boundaries to prevent the rebels from scattering and fleeing into other prefectures. The Kwangsi authorities have also taken concerted action in co-operating with the authorities of the sister province in sending troops and placing them at suitable points on the borders, and assisting in every way in putting down the rising.

THE PROVINCIAL TREASURER.

H. E. Wu Shang-lum to-day resumed charge of his former post as Provincial Treasurer of the province of Kwangtung. The representative of the Kwangsi Railway Company has arrived here and yesterday, called on H. E. Viceroy Chang at his yamen, and had a conference with him on matters in connection with the construction of railroads in that province and the opening of a branch office of the Company here.

ANTI-OPIMUM PROPAGANDA.

It is ascertained from the returns of the Central Anti-opium Association that, since the opening of that institution, 5,630 opium smoking individuals have applied for licences and also for anti-opium pills. It is reported that about half of that number have recovered from their habit, and the rest are expected to be rid of the drug by the end of the ninth moon. The number of opium-smoking patients sent to the Refuge since its opening in the 7th moon, is put at 183, of whom 91 have already recovered from their vice and have been discharged from that institution, whilst fourteen of the patients died during the period. There are still seventy-one patients remaining in the Hospital and fifty of these are in course of recovery and will soon be discharged. Those of the patients who are in better health are sent out to the recreation grounds each day for recreation and exercise, in order to more quickly recuperate their health.

STORING KEROSENE.

As the outcome of the danger experienced by the fire which took place a short time ago in Tung Hing Street, in the kerosene oil stores, the people of the neighbouring streets have drawn up a code of regulations which only permit of two cases of kerosene to be stored in each of these shops at a time, when they are rebuilt, and large quantities of the oil cannot be allowed to be stored in these premises, but in other places where the danger does not threaten the public safety so much. The infringement of these regulations is proposed to be made punishable by law. These regulations have been presented to the Magistrate of Namhoi for approval and if sanctioned will be carried into effect at once.

WU TING FANG.

Confirmatory news is now to hand as to the re-appointment of H. E. Wu Ting-fang as Minister for China to the United States of America, Mexico and Peru. H. E. Wu is now here on some important business.

MACAO BOUNDARIES.

H. E. Viceroy Chang received telegraphic instructions from the Viceroy at Peking a day or two ago, ordering him to make an inquiry into the question of the boundaries of Macao and also to inquire into matters concerning the West River cruising launches and to report to the capital in due course.

A Yunchow telegram states that, a few days ago, the Brigadier General of Pakhoi, Li Chun, with troops had an encounter with the rebels in the vicinity of the district of Tung Hing. The engagement lasted for several hours, with the result that twenty-nine of the bandits were more or less wounded whilst two of the imperial troops were wounded and one killed.

STEAM LAUNCH SERVICE.

A new company has been floated and the plying of steam towing launches between Canton and Fatsan has been resumed.

FOR THE VICEEROY'S CONVENIENCE.

The Commodore of the Canton Naval Department has orders to have the Chinese gunboat *Po Pit* to be put in readiness and steam got up in case H. E. Viceroy Chang should at any time desire to visit any of the Government departments situated in the outlying portions of the district.

FATSAN INDUSTRIES.

Reports from Fatsan state that the commercial prospects of that place are for the present very unpromising, as the two principal industries of the city have shown signs of a set-back, namely, the cloth weaving factories and the silk factories. Since the beginning of the year, the cloth factories have done business to the extent of some 1,000,000 dollars less than the corresponding period for last year. The silk factories business is also declining from the fact that only two-fifths of the number of back, namely, the industrial depression in that work. Besides the industrial depression, other branches of trade have also suffered more or less.

To-day's Advertisements.

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship.

"YARRA," Captain Sellar, will be despatched for the above Ports, TO-DAY, the 30th instant, at 7 P.M.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent, Hongkong, 30th September, 1907.

S.S. "YARRA," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medes* and *Charmis*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 7th October, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 7th October, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 7th October, at 3 P.M.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Agent.

Hongkong, 30th September, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"POONA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th prox., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 30th September, 1907.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

MONDAY,

the 7th October, 1907, at 11 A.M., at their

Sales Rooms, No. 8, Des Vaux Road,

corner of Ice House Street,

SUNDRY MERCHANDISE:

Comprising:—

ARMY CLOTH, PRINTS, GREY MELTONS, UMBRELLAS, SHIRTS, RAZORS,

BLANKETS, CARDIGAN JACKETS, EMBROIDERED BROCADES, RUGS, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 28th September, 1907.

MR. SHELTON HOOPER'S QUESTIONS.

ON SANITARY MATTERS.

At the meeting of the Sanitary Board to-morrow, Mr. A. Shelton Hooper, pursuant to notice, will ask:—

(a) How many notices to abate nuisances under Part III of the Public Health and Building Ordinance, have been issued by the Sanitary Department of Sanitary Board Office on the reports of sanitary inspectors since the Ordinance came into force?

(b) Whether any, and if so, how many of them have been before the Building Authority?

(c) Whether any of these notices were issued by the Sanitary Department were issued by the direct instigation of the Building Authority or any officer in the office of the Building Authority?

(d) Whether any part of the salaries of the Sanitary Board or Sanitary Department officials who have done any of the above work mentioned in question No. 1 is charged to the Building Authority's Department or charged wholly to the Sanitary Department?

THE masked over Messrs. Coldbeck, MacGregor & Co.'s premises, in Queen's Road, took fire shortly before 2 p.m. yesterday, and in almost no time was ablaze. Before the alarm sounded Messrs. A. R. Ellis and W. J. Lewington climbed the scaffolding on to the roof and, with the assistance of Indian Constable 620 and Chinese Constable 234, began to fight the flames before the arrival of a Despatch Box, with Fireman 33 in charge, from the Clock Tower. Water was soon brought to play on the blazed roof, which took no time in being consumed by the flames. No other damage was done.

Intimations



THE

ROBINSON PIANO

CO., LD.

INVITE INSPECTION OF THEIR

BABY GRANDS



BY

STEINWAY,

HAAKE,

WINKELMANN,

&c., &c., &c.

Prices from \$750.

Hongkong, 22nd August, 1907.

THE ORIGINAL

CANADIAN

CLUB

WHISKY.



PER CASE 12 BOTTLES...\$20.00

Beware of Counterfeits.

AGENTS:

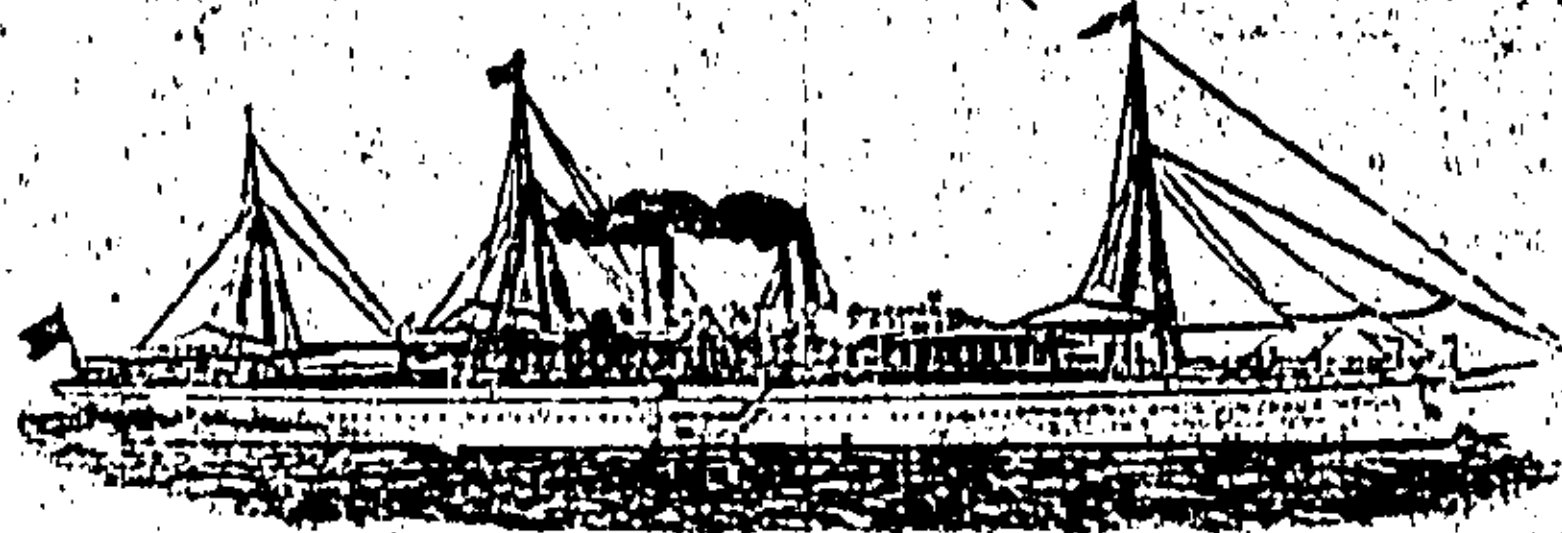
H. PRICE & Co., Ltd.,

WINE AND SPIRIT MERCHANTS,

13, QUEEN'S ROAD CENTRAL.

Hongkong, 15th September, 1907.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,163	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPERESS OF JAPAN"	6,000	THURSDAY, Nov. 11th	Dec. 9th
"EMPERESS OF CHINA"	6,000	THURSDAY, Dec. 19th	Jan. 6th
"EMPERESS OF INDIA"	6,000	THURSDAY, Jan. 16th	Feb. 3rd

"EMPERESS" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.
Hongkong to London, Intermediate on
Steamers, and 1st Class on Railways, via St. Lawrence £40. via New York £42.
First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all ports and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to
HONGKONG, 26th September, 1907. D. W. CRADDOCK, General Traffic Agent for China
Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

For	Steamship	On
SANDAKAN	MAUSANG	TUESDAY, 1st Oct., 3 P.M.
SGAPORE, PENANG & CALCUTTA	LAISANG	WEDNESDAY, 2nd Oct., Noon.
MANILA	YUENSANG	FRIDAY, 4th Oct., 4 P.M.
SHANGHAI VIA NINGPO	KWONGSANG	SATURDAY, 5th Oct., 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	\$ 85	\$ 100
Penang	85	130
Calcutta	105	250

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
Passengers Booked through to all ports, including Singapore, Newchwang and Yangtze Ports.
Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Hongkong, 30th September, 1907.

CHINA NAVIGATION CO., LIMITED.

For	STEAMERS	To Sail
MANILA	TFAN	1st Oct., 4 P.M.
HOIHOW and HAIPHONG	CHIEH	3rd " daylight.
CHEFOO & NEWCHANG	YANOHANG	3rd " "
SWATOW & SHANGHAI	KIUKIANG	3rd " 4 P.M.
SWATOW & SHANGHAI	HUNAN	7th " "
DEBU and ILOILO	SUNGKIANG	10th " "
MANILA, ZAMBOANGA & COLONIES	CHANGSHA	10th " "
YOKOHAMA & KOBE	CHINGTU	10th " "
SWATOW & SHANGHAI	SHAHSING	11th " "
SWATOW & SHANGHAI	YOOH-W	16th " "
CHEFOO & TIENSIN	KUEICHOW	21st " "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 30th September, 1907.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	Foster	MANILA	SATURDAY, 5th Oct., 1907.
RUMI	2540	Almond	"	SATURDAY, 12th Oct., 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 30th September, 1907.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	To Sail
"OCEAN MONARCH"	On the 2nd November, 1907.

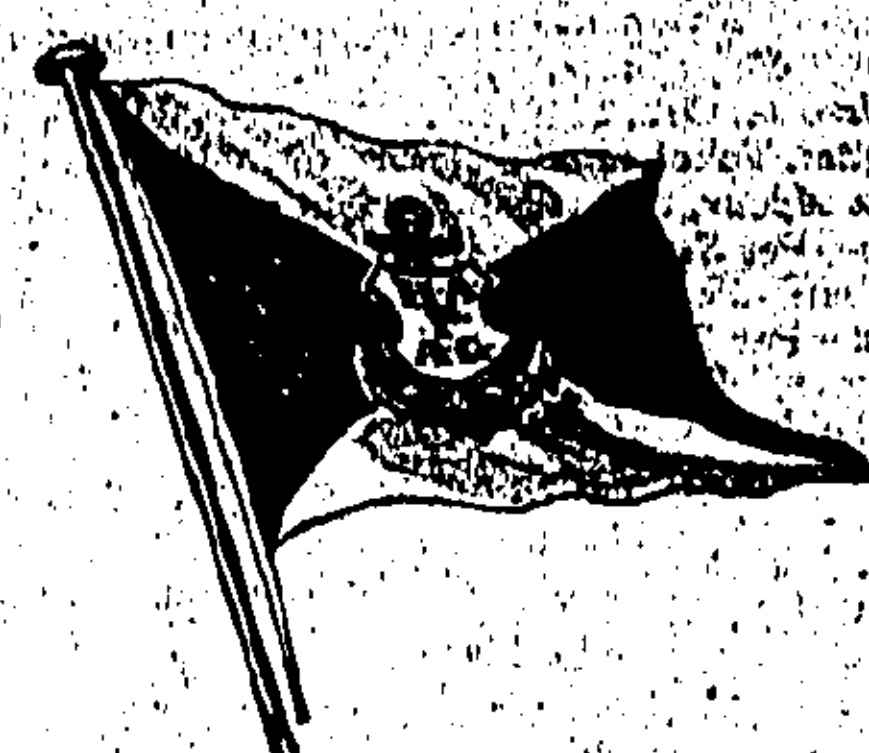
For Freight and further Information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 19th September, 1907.

Shipping—Steamers.

HAMBURG—AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HANNOVER, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY
LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.
NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HOHENSTAUFEN ... 1st Oct.

RHENANIA 2nd Oct.

SILESIA 2nd Nov.

HOHENSTAUFEN 30th Oct.

Hongkong, 26th September, 1907.

SILESIA 1st Dec.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship.

"ARRATON APCAR"
Captain A. Stewart, will be despatched for the above Ports, TO-MORROW, the 1st proximo, at daylight.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 24th September, 1907. [60]

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SIKH" 5th Oct.

FOR BOSTON AND NEW YORK.

S.S. "MUNCASTER CASTLE" 26th Oct.

* This steamer has excellent Saloon Accommodation for First-class Passengers at moderate rates.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 27th September, 1907. [64]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing.
Superic	6,235	W. Shotton	15th Oct.
Kumeric	6,232	D. Baird	15th Oct.
Shawmut	9,600	E. V. Roberts	6th Nov.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDRESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further Information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 20th September, 1907. [12]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5:30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey \$4.

Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 1st July, 1907. [67]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

LIQUIQUE via JAPAN PORTS

(KARATSU, KOBE AND YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers. Capt. Tons To sail

KASATO MARU, D. Mori, 6,100 THURSDAY,

Oct. 10, Noon

KATHERINE PARK, 5,000 About End of

Nov.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

Yok Building.

(Hongkong, 30th September, 1907. [116])

Intimations.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS,

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1907. [64]

HUMBER
CYCLES.THE BEST IN THE
WORLD.Cycles Makers
BY
ROYAL WARRANTS
TO
H.M. KING EDWARD VII.

H.E.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR,
GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each.

GUARANTEE FOR 3 YEARS.

WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT,
AGENTS,
11, D'ARQUILLER STREET and KOWLOON,
Hongkong, 19th July, 1907. [667]

WEATHER-FORCASTS AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station & Teim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here—

Signal No.

1. A CONE point upwards

indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and UM below

indicates a Typhoon to the North-East of the Colony.

3. A DRUM

indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below

indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards

indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and BALL below

indicates a Typhoon to the South-West of the Colony.

7. A BALL

indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and BALL below

indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to ships leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

2. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

3. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen.

Wai Lan. Sau Ki Wan.

Stanley. Sai Kung.

Cape Collinson. Sha Tau Kok.

Tai Po.

This will indicate that there is a

SHARE QUOTATIONS

Supplied by Messrs. R. S. KAPOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION & PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation Do. (new)	80,000 40,000	\$125 \$125	\$125 \$125	{ \$1,000,000 \$11,750,000 \$250,000	\$1,797,167	{ \$1.15 for 1906 ending 30.6.07 @ 12 1/2 \$1.16 for 1907 ending 30.6.07 @ 12 1/2	5 %	\$145 ex. new ls. \$104 new issue London £77.15/- ex. new issue London £60.10/- 2-issue first call \$51
National Bank of China, Limited	49,925	£7	£6	{ £72,735 \$300,000	\$71,213	\$2 (London 1/6) for 1907		
MARINE INSURANCES.								
Chunoh Insurance Office, Limited	10,000	\$250	\$50	{ \$1,875,000 \$200,000 \$120,000	\$233,638	\$10 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	{ £1,000,000 £100,000 £10,000	£185,539	{ Interim of 7/8 for account 1906 @ 6 1/2 2/10 12 1/2 per cent	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	{ \$3,000,000 \$200,000 \$150,000	\$1,460,400	{ Final of \$12 making \$42 for 1906 and 1/2 Interim of 35/100 for 1906	5 1/2 %	\$763
Yangtze Insurance Association, Limited	8,000	\$100	\$66	{ \$1,000,000 \$100,000 \$10,000	\$461,467	1 1/2 for year ending 31.12.05	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$100,000 \$10,000	\$162,980	\$2 for 1905	9 1/2 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$100,000 \$10,000	\$435,230	\$40 for 1905	13 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$24	{ \$7,000 \$60,000 \$6,000	\$63	\$1 for 1906	6 1/2 %	\$25 buyers
Deasdale Steamship Company, Limited	10,000	\$50	\$50	{ \$50,000 \$50,000 \$50,000	\$50,000	\$4 for year ending 30.6.07	10 1/2 %	\$371 ex. div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	{ \$15,000 \$15,000 \$15,000	\$27,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$28
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £60,000 £60,000 £60,000	£3,604	\$1 for 1906 @ 2 1/2 = \$2.14 per share	3 1/2 %	{ \$21 \$59
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 30	Tls. 50	{ Tls. 3,472 Tls. 400,000 Tls. 1,871	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	{ Tls. 471 sellers Tls. 481 buyers
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	{ £1,000,000 £1,000,000 £1,000,000	\$537	Interim of 1/2 (Coupon No. 8 for 1907)	4 1/2 %	\$44
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 410,479 Tls. 63,000	18,730	{ \$1.00 for year ending 30.6.1907 \$0.50	5 %	\$20 buyers \$10 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 30	Tls. 50	{ Tls. 3,472 Tls. 400,000 Tls. 1,871	18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$1,000,000 \$1,000,000 \$1,000,000	Tls. 8,935	\$2 for 1907	4 1/2 %	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 87 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £10,000 £10,000 £10,000	£12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	Tls. 15.80 b.
Ramb Australian Gold Mining Company, Limited	150,000	£1	£1	{ £10,000 £10,000 £10,000	£11,358	No. 12 of 1/- = 48 cents		\$31 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$10,000 \$10,000 \$10,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	10,000	\$50	\$50	{ \$10,000 \$10,000 \$10,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$67 1/2
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$10,000 \$10,000 \$10,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	51,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 23,217	Interim of Tls. 8 for account 1907	8 %	Tls. 2 1/4 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	{ \$10,000 \$10,000 \$10,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23 buyers
Central Stores, Limited	50,123	\$15	\$15	{ \$10,000 \$10,000 \$10,000	\$19,178	\$1.80 for 1906	13 %	\$131
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$10,000 \$10,000 \$10,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$10,000 \$10,000 \$10,000	\$10,925	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$96
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$11,567	80 cents for 1906	7 1/2 %	\$101
Kowloon Land and Building Company, Limited	10,000	\$50	\$50	{ \$10,000 \$10,000 \$10,000	\$1,089	\$2 1/2 for 1906	7 %	\$56
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	{ Tls. 80,493 Tls. 170,000 none	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$10,000 \$10,000 \$10,000	\$1,519	Interim of \$2 for half-year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	Tls. 65 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ Tls. 150,000 Tls. 150,000 Tls. 150,000	\$14,179	50 cents for year ending 31.7.07	4 1/2 %	\$104
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.6.06 (8 %)	11 1/2 %	Tls. 53
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 150,000 Tls. 150,000 Tls. 150,000	Tls. 31,469	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	7,000	Tls. 500	Tls. 500	{ Tls. 28,257 Tls. 28,257 Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 28 1/2 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 £1,299 £1,299	£638	1/3 per share for 1906	9 %	\$64
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$10,000 \$10,000 \$10,000	1653	\$3 for 1905		\$20 sellers
China-Borneo Company, Limited	10,000	\$12	\$12	{ \$10,000 \$10,000 \$10,000	1653	\$1 for 1905		\$91 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 55 sales
China Light and Power Company, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	125,000	60 cents for year ended 28.2.06		6 buyers
China Do. special shares	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	125,000	80 cents for 1906	9 %	\$9
China-Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$115,000	\$1.30 for year ending 31.7.1906	7 1/2 %	\$18
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	{ \$10,000 \$10,000 \$10,000	\$2,555	Interim of 50 cents per share for a/c 1907	9 %	\$11
Green Island Cement Company, Limited	466,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$10,804	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$10 buyers
Hall & Holtz, Limited	11,000	\$20	\$20	{ \$10,000 \$10,000 \$10,000	\$15,002	\$1 per share for year ending 28.2.07	7 1/2 %	\$14 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$2,953	Interim of \$4 for 1-year ending June 30th 07	9 1/2 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$10,000 \$10,000 \$10,000	\$4,361	Interim of 80 cents per share for a/c 1907	8 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$4,212	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 %	Tls. 330 buyers
Maatschappij tot Exploitatie van Landbouw-plantages in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 27,603 Tls. 27,603 Tls. 27,603	Tls. 10,374	\$1 per sh. or period fr. m 19th Oct. to 30th Apr. 07	8 1/2 %	\$12 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	Dr. P. 34,374	None		\$5 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	Dr. P. 34,374	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 105 sales
Philippine Company, Limited	97,500	\$10	\$10	{ \$10,000 \$10,000 \$10,000	Tls. 7,990	Tls. 4 for 1905		Tls. 35
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906		Tls. 7 1/2
Shanghai Horle Barasr Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 3,354	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 116 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 7,843	Interim of 15/- for account 1907		Tls. 310 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 85,592	None		\$22
Shanghai Waterworks Company, Limited	8,175	£20	£20	{ Tls. 100,000 Tls. 100,000 Tls. 100,000	Dr. 44,934	40 cents for year ending 31.5.07	6 1/2 %	\$6
South China Morning Post, Limited	7,200	\$25	\$25	{ \$10,000 \$10,000 \$10,000	1478	Tls. 6 1/2 for year ending 30.6.07		Tls. 97
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$10,000 \$10,000 \$10,000	Tls. 201	First year		\$12
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 15,295 Tls. 15,295	Tls. 201	{ 80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for y. end. 31.5.07 Final of 40 cents per share making 80 cents for year ending 31.12.07 Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	8 %	\$10
United Waterworks Company, Limited	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$1,360		7 1/2 %	\$11 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$5,482		10 %	\$8
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$4,500			
William Powell, Limited	15,000	\$10	\$10	{ \$10,000 \$10,000 \$10,000	\$182			

* These shares are entitled to half of the profits.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DELTA," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this office for BOMBAY, &c., on SATURDAY, the 5th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. Victoria, 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Persia due in London on 16th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 21st September, 1907.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, SEILLER, LONDON. HAVRE, BORNEAU, MEDITERRANEE, BLACK SEA PORTS.

The S.S. "AUSTRALIEN" Captain Verrier, will be despatched for MARSEILLES, TO-MORROW, 1st October, at 1 P.M.

Passage tickets and through bills of lading issued for above ports, and prompt transshipment at Colombo. Cargo also booked for principal places of Europe.

Next sailings will be as follows:— S.S. NERA, 15th Oct. S.S. YARRA, 19th Oct. S.S. ERNEST SIMONS, 22nd Nov. S.S. TONKIN, 12th Nov. S.S. POLYNESIAN, 10th Dec. S.S. TOURANE, 14th Dec.

G. DE CHAMPEAUX, Agent. Hongkong, 18th September, 1907.

THE AMERICAN AND ORIENTAL LINE FOR NEW YORK (With liberty to call at the Malabar Coast.)

The Steamship "HEADLEY," will be despatched for the above Port, on or about SATURDAY, the 19th October. For Freight, apply to ARNHOLD, KARBBERG, Agents.

Hongkong, 16th September, 1907.

Furniture.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE.

GENERAL HOUSEHOLD.

REQUISITES.

&c. &c. &c.

Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 19